

In the Specification:

Please amend the first full paragraph on page 13 to read as follows:

A typical sequence of operation is illustrated in Figure 9. In this example, a single cut roll is packaged while four lanes of product are cut at the log saw. In a conventional converting operation, a full width web of paper is wound on cardboard mandrels. [The] They are commonly referred to as “logs”. The saw cuts the full length “logs” into the desired product length. Typically, the log saw will cut four logs in unison. Logs are commonly 100 to 110 inches in length and are 1 to 2 inches greater in length than that needed to produce an even multiple of cut rolls. When the last roll is cut at the log saw, the excess length creates a piece of waste, called “end trim”. The “end trim” is typically culled using a “trim elimination” system. One such system is disclosed in U.S. Patent No. 6,332,527.

Please amend the paragraph bridging pages 13 and 14 to read as follows:

The action of the trim elimination system creates a gap between successive logs during operation. The gap provides room for one of the flights [43, 44] 47, 48 in the first flighted section or buffer 16 to capture the product. The first flighted section accumulates product as it exists the saw, actuates the flights [43, 44] 47, 48 at the appropriate time in the trim eliminate cycle, and transports the logs to the second flighted conveyor 17. The speed of the buffer flights [43, 44] 47, 48 is regulated so that the leading edge of the logs lag behind the position of the pusher flights 66 in the second flighted conveyor. The overall length of the buffer section 16 is equal to the maximum log length plus 10 to 20 inches.

Please amend the first full paragraph on page 14 to read as follows:

Referring to Figure 3, the first flighted section 16 overlaps the second flighted section 17 so that the pushers 66 of the second section 17 can engage the trailing ends of the logs before the flight bars [43, 44] 47, 48 disengage from the trailing ends of the logs. The logs are therefor continuously under control of the flight bars and pushers as the logs move from the left end of the product guide trays 21 of the first conveyor section 16 toward the right end of the product guide

trays 50 of the second conveyor section 17. The left end portion of the guide trays 21 provide entry portions and the right portions of the guide trays 50 provide exit portions for the logs.

Please amend the paragraph bridging pages 14 and 15 to read as follows:

After buffer flights [43, 44] 47, 48 deposit a full set of cut rolls into the second flighted conveyor 17, pusher flights 66 selectively convey one row of cut product at a time into the wrapper infeed 18. This is accomplished by properly controlling the speeds of the two independent flight drives and installing the pusher flights 66 at the proper locations on the flight chain 61. One pusher flight would be mounted on each flight chain for the example shown in Figure 9. Lanes 2 and 4, driven by one of the drive systems, would have their pushers 66 mounted 180 degrees out of phase with one another. Lanes 1 and 3 driven, by the other drive system, would likewise have their pushers mounted 180 degrees out of phase with one another. The speed of the pusher flights is controlled to match the rate at [whcih] which packages are produced at the wrapper 18. The overall length of the second flighted section is equal to two times the maximum log length plus 10 to 20 inches.

Please amend the first full paragraph on page 15 to read as follows:

Figure 10 illustrates the speed and positional relationships of the buffer flights [43, 44] 47, 48 and pusher flights 66 while producing a single roll package from a four-lane log saw. The vertical axis shows the position of the flights relative to the nip point of the speed-up belts 88 and 89 and has units of inches. The horizontal axis shows the cycle time and has units of seconds. The two buffer flight bars that are mounted equidistant on the flight chains are labeled BUFFER 1 and BUFFER 2. In the example shown the buffer flights are approximately 340 inches from the speed-up belt nip point when they pick up product at the log saw trim eliminator. The buffer flight cycle starts when the flight labeled Buffer 1 is actuated at time equal to approximately 0.1 seconds. This flight transports all four lanes of product [form] from the trim eliminator to the pickup point of the second

flighted conveyor 17. The pickup point of the second flighted conveyor is approximately 225 inches from the speed-up belt nip point.

On page 21, please amend the Abstract of the Invention to read as follows:

Abstract of the [Invention] Disclosure

An apparatus for advancing cut products from a saw to a wrapper includes a plurality of product supports for supporting multiple rows of cut products. A first or buffer portion of the apparatus includes an entry portion of the product supports and includes a first conveyor and a pair of flight bars mounted on the first conveyor. A second or pusher portion of the apparatus [is] includes an exit portion of the product supports and includes a second conveyor for each of the product supports and a pair of pushers mounted on each of the second conveyors. A first drive motor advances the first conveyor and the flight bars thereon for pushing cut products on the product supports from the entry portion toward the second conveyors. A second drive motor is drivingly connected to at least one of the second conveyors, and a third drive motor is drivingly connected to at least another of the second conveyors whereby the pushers mounted thereon can be driven independently of each other for pushing cut products toward the exit portions of the product supports. Upper and lower speed-up belts may be mounted adjacent the exit portions of the product supports for advancing and separating the cut products.